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The following numbers refer to the attached plan of Stralsund:

1. Pilot pier and tower.
2. Fishing pier. This is a newly constructed wide pier for the handling of fishing craft and for the unloading of fish. The end of the pier is wide enough to permit two fishing craft to come alongside.
3. Fishing harbor. Mooring place for fishing craft after unloading. The southern end of the basin is partially filled with silt.
4. This basin is entirely filled up and unusable.
5. Seepolizei administration building. It stands on the site of the former Zeeck store. In March 1952, the new building was not yet ready for occupancy. After completion, it will house the Seepolizei headquarters for the Stralsund-Ruegen area.
6. Silo V. This silo formerly belonged to the Kampfmeyer firm and was known as the Kunstmuehle. It was expropriated in 1951.
The silo holds about 6,000 tons. At the beginning of April, it was filled with rye, olives (Oelfruechte), rape, and poppies. It serves as storage for the Ruegen area. It is an up-to-date installation which can load and unload in one operation, handling 60 tons per hour.
7. Silo IV. This silo still belongs to the Koch and Peckendorf firm. It is leased to the Volkseigner Erfassungs-und Aufkaufs-Betrieb (VEAB). It has a capacity of 6,000 tons. At the beginning of April, about 3,000 tons of rye and wheat were stored here.
8. Timber yard of the Deutsche Handelszentrale Holz (DHLZ). Boards and building timber are both stored and shipped from here.

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9. Main entrance to the enclosed harbor area. The enclosed area includes the whole wharf area, from the ballast box to the power plant (14). It is partly enclosed by a wire fence and partly by buildings. The border police post is located at the main entrance and patrols the whole harbor area. The border police are under the orders of a Russian major and wear as insignia the letters "CP". There are also two other entrances to the harbor area. The Russian Kommandatur in charge of the harbor, as well as the Derutra office under a Russian (fnu) Kysuk, are located in the same building as the border police office.
10. Harbor administration office. The head of this office is a German (fnu) Kessler, a former employee of the shipping firm Hantz und Schmidt in Stettin. Kessler prefers to employ men who do not belong to the SED. He has, however, as harbor captain a certain Hans Voelzke who is generally recognized to be an agent of the SED. Voelzke is a functionary of the union and has belonged to the KPD since 1919. In 1945, he was police chief of Stralsund but was later dismissed.
11. Silo III. Formerly belonged to the Landwirtschaftliche Ein- und Verkaufsgenossenschaft which is now a People's Owned Plant of the VEB. It has a capacity of 5,000 tons. In March 1952, it was largely filled with oats and barley.
12. Silo II. Former flour mill, now a People's Owned Plant of the VEB. This silo is used to hold the DDR grain reserves in Stralsund. It has a capacity of 3,000 tons and is at present filled with rye.
13. Silo I. Formerly belonged to the Domänen-Landbetriebsgesellschaft and is now a VEB of the VEB. It has a capacity of 3,500 tons and is at present filled with rape seed, rape, poppy and mustard. The silo is supervised by Max Linkler, a non-Communist, who is supervisor of all silos in Stralsund.
14. Power plant.
15. Coal pier. This new pier serves the power plant exclusively and is equipped with a grab crane. The piers which formerly existed here were destroyed.
16. Storage sheds of the former Lippen Line. These sheds now lie within the closed off docking area for Deepolizei craft. They will probably be used as storage for the Deepolizei. Single Deepolizei craft are occasionally tied up here.
17. Main docking area for the Deepolizei. The following types of craft are often to be seen here: minesweepers under both German and Russian flag, and both large and small type S-boats. At times, ten to twelve boats have been observed tied up here. They appeared to belong to a training unit which sets out from here to a firing area, because two small S-boats were seen towing targets.

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18. Volkswerft. The yard covers the area from the Luogendam to the point where the cable car of the sugar factory joins the Siegelgraben. The yard area is closely guarded. Assembly line methods are used here. Until the end of 1951, eight to ten luggers were leaving the ways every month. They were of 250 GRT and were painted green. Since the beginning of 1951, no more such luggers have been built. In their place, two new-type fishing craft of 500 GRT each were completed in May.

[redacted] These are motor ships and, from the sound of the engines [redacted] are quite powerful. According to a newspaper article which appeared when these two boats were launched, they are destined for fishing in the Arctic Ocean. When they left the yard, the boats were sailing under the German flag and had a German crew. Whereas the 250 ton luggers have the engine and the bridge astern, the 500 ton craft have the engine in the center and also have a short funnel.

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- 18A. Assembly slips.

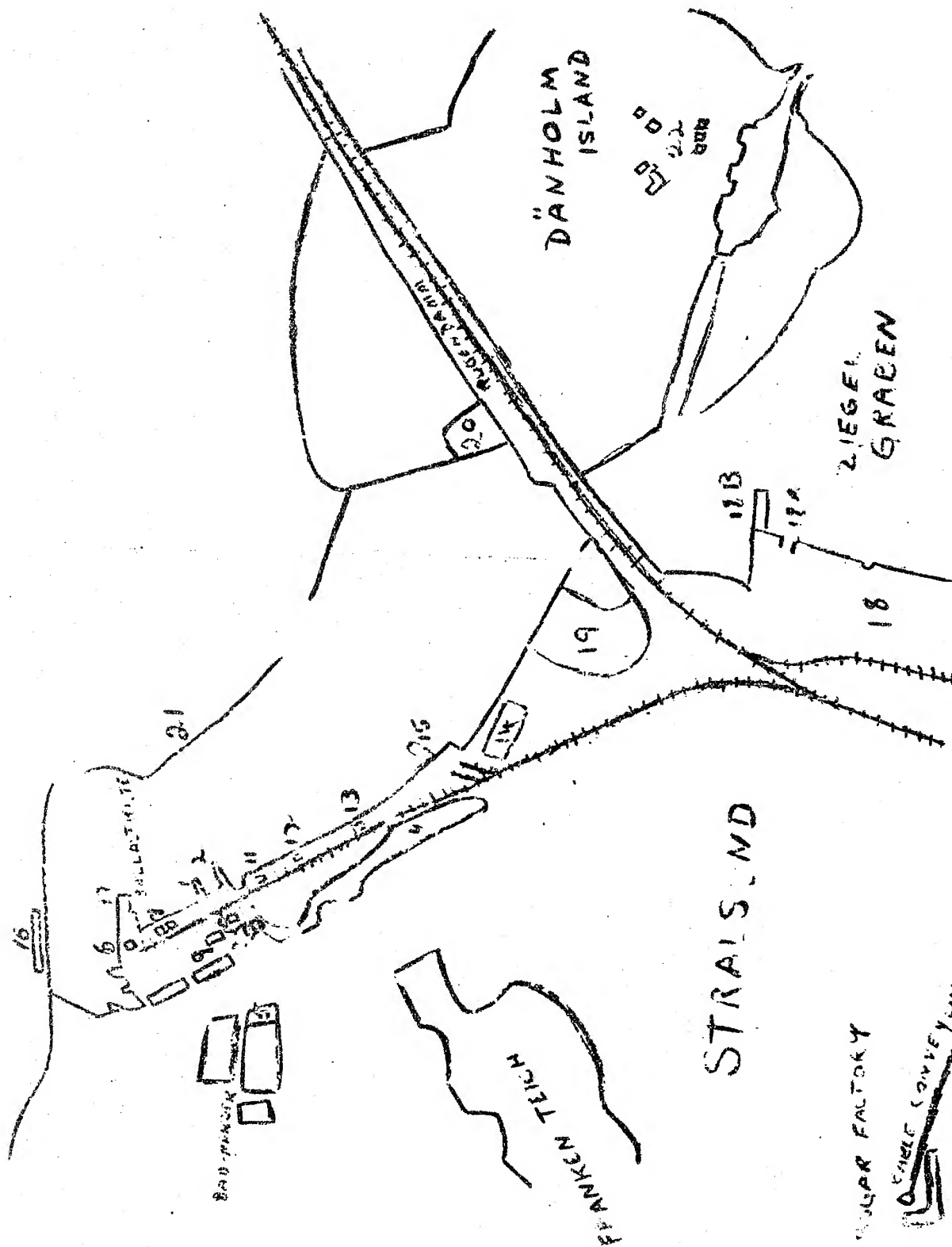
- 18B. Pier, about 120 meters long, where new ships dock.

19. Schiffsbau und Reparatur werft (former Schiffsbergung). This was formerly the Reparatur Werkstatt des Seewasserstrassen Amtes and is now a VEB. The former steamer "Robert Ahrens" of about 1,200 GRT was converted here into a freighter and renamed "Vorwaerts". It was completed in October 1950 and now sails regularly from Rostock carrying **reparations goods to Russia. It calls in Latvia at Lepaya, Yelgava, and Riga, at Kaliningrad, USSR, and Tallin, Estonia, and carries mostly machinery, sewing machines, turning lathes, cars, textiles, etc. It has a crew of 28 men. At present a ship of about 1,000 GRT, somewhat similar to the "Vorwaerts", is being converted at the yard. It is to be completed toward the end of 1952.**

20. Repair shop for luggers. There are no hangars in the yard area, only small shop buildings. Newly built fishing craft often lie here for checking and completion after failures have become apparent during their trial run.
21. Central mole. This has been recently filled in with rubble. It is planned to make a transshipment point here to transfer goods from ship to ship.
22. Former German Navy barracks which now serve as living quarters for workers in the yards.
23. The following cranes are available in the port:
- a. Ballast box along the north wharf: 1 electric crane of 2.5 tons, 1 steam crane of 1.5 tons. A spur track leads to a turntable near Silo V.
 - b. Ballast box along the southern wharf: 1 electric crane of 1.5 tons. A spur track leads to the crane.
 - c. Wharf near the pilot tower: Potassium shed with a capacity of 4,000 tons equipped with 16 conveyor belts, each capable of handling 10 tons per hour.
 - d. Wharf between Silo II and III: Potassium shed with a capacity of about 4,000 tons, equipped with conveyor belts.
 - e. In front of Silo I: 1 entry crane (Deag) of 3 tons, 1 new entry crane, completed in January 1952, of 5 tons.
 - f. The steel sheet piling wharf between Silo III and the power plant has been completely restored.

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Attachment I



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